

IN THE SPECIFICATION:

Please amend paragraphs [001], [004], [006], [017], [019], and [020] as shown below, in which deleted terms are indicated with strikethrough and/or double brackets, and added terms are indicated with underscoring.

[001] The present invention relates to an improvement in a fuel cut-off device for an engine, in which one of a plurality of generating coils provided in a generator driven by an engine is connected to a normally-opened type solenoid valve adapted to block a fuel passage in a carburetor during energization of the solenoid valve, through an engine control switch adapted to be operated to a turned-off position in which an engine ignition device is brought into an inoperative state and a turned-on position in which said engine ignition device is brought into an operative state, thereby supplying an output from said one generating coil to said solenoid valve in the turned-off position of said engine control switch.

[004] Accordingly, it is an object of the present invention to provide a fuel cut-off device for an engine, wherein [[also]] the output from the one generating coil can also be effectively supplied to an electric load, together with outputs from the other generating coils, during operation of the engine, whereby the generating performance of the generator can be enhanced.

[006] With this feature, during operation of the engine with the engine control switch brought into the turned-on position, [[also]] the output from the one generating coil conventionally prepared for cutting-off of fuel is also supplied to drive the external load, together with outputs

from the other generating coils. Therefore, the electric load can be strongly driven without increasing the size of the generator or increasing the number of the generating coils.

[017] The engine control switch 23 has three operational positions: a turned-off position A, a turned-on position B and a start position C, and has stationary contacts: a charging contact CHG, a solenoid contact SOL, a starting contact ST, an earth contact E, a battery contact BAT, a load contact LO, and an ignition contact IG. An output portion of the second rectifier 25 is connected to the charging contact CHG; the solenoid 12 is connected to the solenoid contact SOL; the starting device 19 is connected to the starting contact ST; the electric load 26 is connected to the load contact LO; the battery 17 is connected to the battery contact BAT; ~~an earth a ground~~ 27 is connected to the earth contact E; and the ignition device 22 is connected to the ignition contact IG.

[019] More specifically, in the turned-off position A of the engine control switch 23, the charging contact CHG and the solenoid contact SOL are connected to each other, and the ignition contact IG and the earth contact E are connected to each other. As a result, the ignition device 22 is brought into an inoperative state by the ~~earthing grounding~~, whereby the engine 1 is brought into an inoperable state. At that time, if the crankshaft 15 of the engine 1 is inertially rotated along with the generator [[15]] 16, the output from the one generating coil 16c is supplied to the solenoid 12 of the solenoid valve 9 through the second rectifier 25, so that the movable core 11 is operated against the biasing force of the return spring 13 by a magnetic force generated by the solenoid 12, thereby causing the valve member 10 to be seated on the valve seat 8a to block the

fuel passage 8 in the carburetor 2. Therefore, the injection of the fuel from the fuel nozzle 7 is immediately stopped and the intake of the fuel into the engine 1 is inhibited, so that a dieseling phenomenon of the engine 1 is prevented.

[020] In the turned-on position B of the engine control switch 23, the ignition contact IG and the earth contact E are disconnected from each other, and the charging contact CHG and the solenoid contact SOL are disconnected from each other, while the charging contact CHG is connected to the battery contact BAT and the load contact LO. As a result, the solenoid valve 9 enters a non-energized state to open, thereby opening the fuel passing passage 8 in the carburetor 2, so that the carburetor 2 normally functions to enable the operation of the engine 1. During operation of the engine 1, the output from the one generating coil 16c is supplied to the battery 17 and the electric load 26 together with the outputs from the other generating coils 16a and 16b. In this way, the outputs from all the generating coils 16a, 16b and 16c are effectively taken out to be used. Therefore, the charging of the battery and the driving of the electric load [[25]] 26 can be sufficiently carried out without increasing the size of the generator 16 or increasing the number of the generating coils.